

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA AMENDING THE 1989 COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 89-17, AS AMENDED; AMENDING THE TEXT OF THE **TRANSPORTATION ELEMENT** (TO ESTABLISH A LOWER LEVEL OF SERVICE FOR THE SEGMENT OF **WOOLBRIGHT ROAD** FROM MILITARY TRAIL TO EL CLAIR RANCH ROAD; TO **REVISE AND UPDATE** LANGUAGE RELATED TO AVIATION, MASS TRANSIT, AND TRAFFIC CIRCULATION; AND TO ESTABLISH A **DE MINIMIS IMPACT** PROVISION); PROVIDING FOR INCLUSION IN THE 1989 COMPREHENSIVE PLAN; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 31, 1989, the Palm Beach County Board of County Commissioners adopted the 1989 Comprehensive Plan by Ordinance No. 89-17; and

WHEREAS, the Palm Beach County Board of County Commissioners amends the 1989 Comprehensive Plan as provided by Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners have initiated amendments to several elements of the Comprehensive Plan in order to promote the health, safety and welfare of the public of Palm Beach County; and

WHEREAS, the Palm Beach County Local Planning Agency conducted a public hearing on June 11, 18 and 25, July 9, August 13, and November 19, 1999 to review the proposed amendments to the Palm Beach County Comprehensive Plan and made recommendations regarding the proposed amendments to the Palm Beach County Board of County Commissioners pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners, as the governing body of Palm Beach County, conducted a public hearing pursuant to Chapter 163, Part II, Florida Statutes, on July 28, August 17 and 24, 1999 to review the recommendations of the Local Planning Agency, whereupon the Board of County Commissioners authorized transmittal of proposed amendments to the Department of Community Affairs for review and comment pursuant to Chapter 163, Part II,

1 Florida Statutes; and

2 WHEREAS, Palm Beach County received on November 16, 1999 the
3 Department of Community Affairs "Objections, Recommendations, and
4 Comments Report," dated November 12, 1999 which was the Department's
5 written review of the proposed Comprehensive Plan amendments; and

6 WHEREAS, the written comments submitted by the Department of
7 Community Affairs contained no objections to the amendments contained
8 in this ordinance;

9 WHEREAS, on December 13, 1999 the Palm Beach County Board of
10 County Commissioners held a public hearing to review the written
11 comments submitted by the Department of Community Affairs and to
12 consider adoption of the amendments; and

13 WHEREAS, the Palm Beach County Board of County Commissioners has
14 determined that the amendments comply with all requirements of the
15 Local Government Comprehensive Planning and Land Development
16 Regulations Act.

17 NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY
18 COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:

19 Part I. Amendments to the 1989 Comprehensive Plan

20 Amendments to the text of the following Element of the 1989
21 Comprehensive Plan are hereby adopted and attached to this Ordinance in
22 Exhibit 1:

23 A. Transportation Element, to establish a Lower Level of
24 Service for the segment of Woolbright Road from Military Trail to
25 El Clair Ranch Road;

26 B. Transportation Element, to revise and update language
27 related to Aviation;

28 C. Transportation Element, to revise and update language
29 related to Mass Transit;

30 D. Transportation Element, to revise and update language
31 related to Traffic Circulation; and

32 E. Transportation Element, to establish a De Minimis Impact

1 provision.

2 Part II. Repeal of Laws in Conflict

3 All local laws and ordinances applying to the unincorporated area
4 of Palm Beach County in conflict with any provision of this ordinance
5 are hereby repealed to the extent of such conflict.

6 Part III. Severability

7 If any section, paragraph, sentence, clause, phrase, or word of
8 this Ordinance is for any reason held by the Court to be
9 unconstitutional, inoperative or void, such holding shall not affect
10 the remainder of this Ordinance.

11 Part IV. Inclusion in the 1989 Comprehensive Plan

12 The provision of this Ordinance shall become and be made a part
13 of the 1989 Palm Beach County Comprehensive Plan. The Sections of the
14 Ordinance may be renumbered or relettered to accomplish such, and the
15 word "ordinance" may be changed to "section," "article," or any other
16 appropriate word.

17 Part V. Effective Date

18 The effective date of this plan amendment shall be the date a
19 final order is issued by the Department of Community Affairs or
20 Administration Commission finding the amendment in compliance in
21 accordance with Section 163.3184, Florida Statutes, whichever occurs
22 earlier. No development orders, development permits, or land uses
23 dependent on this amendment may be issued or commence before it has
24 become effective. If a final order of noncompliance is issued by the
25 Administration Commission, this amendment may nevertheless be made
26 effective by adoption of a resolution affirming its effective status,
27 a copy of which resolutions shall be sent to the Department of

1 Community Affairs, Bureau of Local Planning, 2740 Centerview Drive,
2 Tallahassee, Florida 32399-2100.

3 APPROVED AND ADOPTED by the Board of County Commissioners of Palm
4 Beach County, on the 13 day of December, 1999.

5 ATTEST:
6 DOROTHY H. WILKEN, Clerk

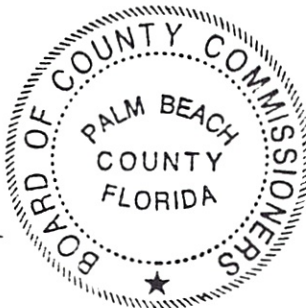
PALM BEACH COUNTY, FLORIDA,
BY ITS BOARD OF COUNTY COMMISSIONERS

7 By: Joan Hewley
8 Deputy Clerk

By Maudie Ford Lee
Chair

9 APPROVED AS TO FORM AND
10 LEGAL SUFFICIENCY

11 Robert B. G.
12 COUNTY ATTORNEY



13 Filed with the Department of State on the 23rd day
14 of December, 1999.

15 T:\PLANNING\AMEND\99-2\BCCADOPT\textord\transprt.wpd

EXHIBIT 1

A.	Transportation Element	6
	Woolbright Road Lower Level of Service	
B.	Transportation Element	7
	Revisions and Updates related to Aviation	
C.	Transportation Element	8
	Revisions and Updates related to Mass Transit	
D.	Transportation Element	10
	Revisions and Updates related to Traffic Circulation	
E.	Transportation Element	16
	De Minimis Impact Provision	

T:\PLANNING\AMEND\99-2\BCCADOPT\textord\transprt.wpd

A. Transportation Element, Woolbright Road Lower Level of Service

REVISION: Revisions to Policy 1.2-D, with the deleted text ~~struck out~~ and the added text underlined.

Policy 1.2-d: The Board of County Commissioners finds that under certain limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities be available concurrent with the impacts of such development. The Board of County Commissioners further finds that under certain circumstances, an interim level of service standard for a specific roadway is appropriate. Consequently, this policy provides for an interim transportation facilities level of service standard for certain purposes, roadways, and time frames:

1. For the public purpose of allowing educational facilities (public school) to be constructed on Jog Road between Hypoluxo Road and Boynton Beach Boulevard in the vicinity of Woolbright Road and El Clair Ranch Road, the level of service standard on Woolbright Road between El Clair Ranch Road and Military Trail ~~the level of service standard on that link shall be:~~

a. ~~Alternate Test One - 1,190 trips on a peak hour, peak direction, peak season basis.~~

~~When Jog Road is widened to six lanes, the adopted level of service standard shall revert to those identified in Policy 1.1-b.~~

- a. LOS F for Test One and LOS F for Alternate Test One. The level of service standard volume shall be 19,100 on an ADT basis for Test One, 1,800 on a peak hour basis (two-way) for Test One, and 1,220 on a peak hour, peak season, peak direction basis for Alternate Test One. This lower level of service shall pertain only to evaluating the traffic impacts of public schools. When Woolbright Road is widened to 4/5 lanes, the adopted level of service shall revert to those identified in Policy 1.1-b.

T:\PLANNING\AMEND\99-2\BCCADOPT\textord\transprt.wpd

B. Transportation Element, Revisions and Updates related to Aviation

REVISIONS: The revisions are numbered below, and shown with the added text underlined, and the deleted text ~~struck out~~.

1. **DELETED - Policy 1.8-b:** ~~The impact of the Belle Glade State and Boca Raton airports (which are not operated by the County) on County aviation needs and service demands shall continue to be monitored by the Federal Aviation Administration (FAA), through its continually updated National Plan of Integrated Airport Systems (NPIAS), and by the Florida Department of Transportation.~~
2. **REVISED - Policy 1.8-d:** The County shall continue to provide improvements to navigation aids and other safety related items as mandated by FAA and/or measured by present or updated airport master plan standards in response to increased facility demands, safety considerations and operational efficiencies at all County-operated airports through January, 2004.
3. **REVISED - Policy 1.8-e:** ~~All updated airport master plans~~ Any updates to the PBIA master plan shall evaluate intermodal transportation efficiencies to and from ~~County-operated airports~~ PBIA. Such planning evaluation shall include, at a minimum, the establishment of light rail passenger service to PBIA, improved interstate and ground transportation access to ~~all County airports~~ PBIA, improved connections to Port of Palm Beach, and Foreign Trade Zone facilities, and refinement of mass transit alternatives in cooperation with the MPO. [9J-5.019(4)(c)8 F.A.C.] [9J-5.019(4)(c)14 F.A.C.]
4. **REVISED - Policy 1.16-c:** Surface transportation providing access to airports shall be planned and developed in an environmentally sound manner in compliance with the Coastal Management, Conservation, and Transportation Elements of the Comprehensive Plan, and shall be coordinated with municipalities by the ~~Department of Airports and the Metropolitan Planning Organization.~~ [9J-5.019(4)(c)14 F.A.C.]
5. **REVISED - Policy 1.16-f:** ~~By the year 2000, The County's Department of Airports shall continue to implement its noise abatement program to reduce existing noise and sound levels, through the continued implementation of its noise abatement program.~~ Based on noise-compatibility standards established in the FAA FAR Part 150 ~~sStudy~~, this program includes measures for insulating homes, acquiring land and residences, and recommending compatible land uses in high-noise areas. Implementation of these noise abatement and containment measures is underway and projected to reduce noise levels such that those of 75 LDN and greater (the level at which the FAA has determined noise exposure to be unacceptable for individuals in their communities and residences) will be restricted to areas with non-residential land uses.
6. **REVISED - Policy 1.16-k:** ~~By January 1999~~ Upon achieving at least a 30% Foreign Trade Zone (FTZ) occupancy and a dedicated cargo carrier, the Department of Airports should undertake efforts to evaluate the newly established Foreign Trade Zone (FTZ) at county-operated airport facilities. ~~The evaluation should include an analysis of impacts on the transportation system.~~
7. **DELETED - Policy 1.17-b:** ~~By 2001, the County shall refine and develop new strategies based upon mechanisms outlined in the Intergovernmental Coordination Element and in cooperation with the Metropolitan Planning Organization, for coordinating land development activities in areas affected by the county's airport facilities that are also consistent with the county's Comprehensive Airport Zoning and Land Use Compatibility Ordinance (ULDC Article 18). [9J-5.019(4)(c)11 F.A.C.]~~

C. Transportation Element, Revisions and Updates related to Mass Transit

REVISIONS: The revisions are numbered below, and shown with the added text underlined, and the deleted text ~~struck out~~.

1. **REVISED Policy 1.5-j:** The County (through Tri-Rail and its coordination with the MPO) shall continue to design and implement a program of incentives to encourage the use of rail modes of transportation ~~by January, 1999~~. The measurement of the success would be through increased usage of the rail modes of transportation.
2. **REVISED Policy 1.5-k:** Tri-Rail and Palm Beach County (through participation on Tri-Rail's governing board ~~the MPO~~) shall regularly coordinate and analyze all reviews of ridership, revenues and costs, and user characteristics relative to the operations of Tri-Rail to determine the feasibility of expanding service.
3. **REVISED Policy 1.5-m:** The County, (through the MPO), understanding the importance of commuter rail services as a vital transportation mode, shall support and assist FDOT and Tri-Rail, to the extent possible, in securing Federal, State, and County funds for the continued expansion of the South Florida Rail Corridor.
4. **DELETED Policy 1.5-p:** ~~If applicable, Palm Beach County (through the MPO and the Department of Planning, Zoning and Building) shall coordinate the planning of land use and transportation services with Florida Overland Express (FOX) in order to maintain consistency of this high-speed rail transportation mode with the elements of the County's Comprehensive Plan and ensure that one high speed rail station is centrally located in the County.~~
5. **DELETED Policy 1.5-q:** ~~The County (through the MPO and Tri-Rail) shall investigate by January, 1999, the feasibility of creating a cross-jurisdictional Regional Transit Authority (RTA) that would govern the transit needs of Dade, Broward, and Palm Beach Counties. The option of including Martin County should also be considered.~~
6. **DELETED OBJECTIVE 1.6 Paratransit Services for ADA Qualifying Individuals**
~~Palm Beach County, through Palm Tran, shall provide public paratransit transportation services to eligible persons who qualify under the Federal 'Americans with Disabilities Act' (ADA). These services are to be carried out as part of Palm Tran's obligation to implement the ADA civil rights legislation.~~
7. **REVISED Policies 1.7-a, 1.7-b, and 1.7-c**, become re-identified as **Policy 1.6-c, Policy 1.6-d, and Policy 1.6-e** respectively.
8. **REVISED Policy 1.6-b:** Palm Tran (through Spectran or a third party contract) shall maintain services available for eligible riders with disabilities, who are unable to transport themselves, by providing paratransit services.
9. **REVISED OBJECTIVE 1.7- (Becomes Objective 1.6) Paratransit Services for the Transportation Disadvantaged (Non-ADA-Qualifying Individuals)** In order to fulfill the MPO's coordinating responsibilities regarding transportation services for the transportation disadvantaged, ~~the MPO~~ Palm Tran shall coordinate public paratransit transportation for eligible individuals who qualify under the Federal 'Americans with Disabilities Act' (ADA), based on Chapter 427 of the Florida Statutes. (This legislation mandates transportation to individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Florida Statutes 411.202.) Palm Beach County, through Palm Tran, shall provide public paratransit transportation services. These services are to be carried out as part of Palm Tran's obligation to implement the ADA civil rights legislation.
10. **DELETED Policy 1.7-b:** ~~The MPO, designated as the Community Transportation Coordinator, shall maximize the use of public school transportation and public fixed route or fixed schedule transit service for the transportation of the transportation disadvantaged.~~

11. **DELETED Policy 1.7-c:** ~~The County (through MPO) shall coordinate with the School Board in the utilization of the School Board's vehicles for the transport of the transportation disadvantaged, when those vehicles are not transporting students [per Chapter 427 of the Florida Statutes].~~
12. **REVISED Policy 1.11-a:** ~~By January, 1999, the~~ The County (through the MPO, Tri-Rail, and Palm Tran) shall provide publicly-distributed information on the use of alternative means of travel. These alternatives include: Palm Tran buses, Spectran, Tri-Rail, ridesharing coordination programs which result in car and van-pooling, High Occupancy Vehicle (HOV) lanes designed for car pooling, park-and-ride lots, and designated bikeways.
13. **REVISED Policy 1.11-f:** ~~By January, 1999, the MPO~~ Palm Tran shall implement, as resources allow, the marketing of transportation services for eligible low-income persons, elderly, disabled children, and children-at-risk, who are unable to transport themselves or afford transportation. This program is to be carried out through pamphlets distributed to: senior citizen centers, organizations providing services for the disabled, low-income neighborhoods, and Palm Tran buses.
14. **REVISED Policy 1.11-h:** ~~By January, 1999, the~~ The County (through Palm Tran and the MPO) shall institute and maintain a training program to teach individuals who are disabled or transportation disadvantaged how to use the fixed route bus system. The purpose of this program is to: 1) teach the public how to access the transit system; 2) educate the public about their rights to accessible public transportation; 3) foster greater independence for individuals with disabilities; and 4) decrease operating and administrative transit system costs associated with paratransit services.
15. **REVISED Policy 1.11-i:** Tri-Rail and Palm Beach County (through ~~the MPO and~~ Palm Tran) shall develop a coordinated inter-agency program of incentives to increase ridership on the Tri-County Commuter Rail and other public transportation systems through the use of promotional material, special events and parking and price incentives.
16. **REVISED Policy 1.13-e:** The County shall set aside a portion of the gas tax revenues for Palm Tran's capital budget. ~~The capital budget for mass transit shall accurately reflect the needs of Palm Tran and must be consistent with the policies of the Transportation Element of the Comprehensive Plan.~~
17. **REVISED Policy 1.13-f:** To increase ridership and overall revenues, Palm Tran shall maintain a farebox recovery rate of ~~23~~ 20 to 25 percent based on a strategy of: 1) reducing or eliminating bus routes with very low ridership, where appropriate; 2) ~~increasing bus service~~ adjust fares on remaining routes, where appropriate; and 3) extending new service to transit-attractive areas.
18. **REVISED Policy 1.13-g:** To promote alternative modes of transportation, Palm Beach County should ~~through the Development Review Committee process implement a program that mandates funding or installation of~~ encourage site specific mass transit capital improvements (ex.: bus turn-off lanes adjacent to major thoroughfares, bus shelters and stops, installing signs, and bus turn-arounds) by developers of large, significant planned residential, retail, or employment-based projects, when those developments: 1) are served, or will be served by a transit fixed route; or 2) degrade the traffic levels of service of any adjacent thoroughfare beyond LOS C. When developer provided mass transit capital improvements are not feasible on-site, the County should consider a second method which transfers those improvements to more appropriate geographic areas. ~~The Land Development Division of the Engineering Department should coordinate with Palm Tran to incorporate all necessary provisions into the ULDC by January, 1999.~~

D. Transportation Element, Revisions and Updates related to Traffic Circulation

REVISIONS: The revisions are numbered below, and shown with the added text underlined, and the deleted text ~~struck-out~~.

- Policy 1.1-d:** The County shall continue to use FDOT's Generalized Level of Service Tables that address capacity standards. [9J-5.0055(2)(a), 9J-5.019(4)(c)1, 9J-5.0055(2)(c) F.A.C.]

TABLE TE-1
~~Average Daily Traffic Level of Service Thresholds - Test One~~

Facility	LOS D Threshold	LOS E Threshold
2 lanes undivided	14,300	15,900
3 lanes two-way	15,000	16,700
2 lanes one-way	18,700	20,400
3 lanes one-way	28,500	30,800
4 lanes undivided	23,300	25,500
4 lanes divided	31,100	34,000
5 lanes divided	31,100	34,000
6 lanes divided	47,500	51,400
8 lanes divided	58,000	62,900
4 lanes expressway	67,000	80,800
6 lanes expressway	100,600	126,900
8 lanes expressway	134,100	169,200
10 lanes expressway	167,700	211,400

Source: FDOT Level of Service Manual, Generalized Volumes for Florida's urbanized areas Table E1, Class 1b and Group 1 (August 1995). The 3 lanes, two-way and 4 lanes undivided are not a FDOT facility type.

TABLE TE-2
Peak Hour, Peak Season, Peak Direction Level of Service Thresholds
Alternate Test One

Facility	LOS D Threshold		LOS E Threshold	
	Signals per Mile > 0.00 to 2.49	Signals per Mile 2.50 to 4.50	Signals per Mile > 0.00 to 2.49	Signals per Mile 2.50 to 4.50
2 lanes undivided	880	760	900	840
3 lanes two-way	940	800	920	880
2 lanes one-way	2,270	1,970	2,270	2,160
3 lanes one-way	3,410	3,010	3,410	3,250
4 lanes undivided	1,420	1,230	1,420	1,350
4 lanes divided	1,890	1,640	1,890	1,800
5 lanes divided	1,890	1,640	1,890	1,800
6 lanes divided	2,840	2,510	2,840	2,710
8 lanes divided	3,480	3,060	3,480	3,320
4 lanes expressway	3,350		4,040	
6 lanes expressway	5,030		6,340	
8 lanes expressway	6,700		8,460	
10 lanes expressway	8,380		10,570	

Source: FDOT Level of Service Manual Generalized Peak Hour/Peak Directional Volumes for Florida's urbanized areas, Table 5-1, Class 1a and 1b and Group 1 (August 1995). The 3 lanes two-way and the 4 lanes undivided are not a FDOT facility type.

TABLE TE-3
Peak Hour Level of Service Thresholds
Test One

Facility	LOS D Threshold	LOS E Threshold
2 lanes undivided	1,330	1,480
3 lanes two-way	1,400	1,550
2 lanes one-way	1,730	2,000
3 lanes one-way	2,650	2,870
4 lanes undivided	2,170	2,370
4 lanes divided	2,890	3,160
5 lanes divided	2,890	3,160
6 lanes divided	4,420	4,780
8 lanes divided	5,390	5,850
4 lanes expressway	5,900	7,100
6 lanes expressway	8,500	10,700
8 lanes expressway	11,300	14,200
10 lanes expressway	14,800	18,600

Source: FDOT Level of Service Manual Generalized Two-Way Peak Hour Volumes for Florida's urbanized areas, Table F-1, Group 1b (August 1995). The 3 lanes two-way and the 4 lanes undivided are not a FDOT facility type.

TABLE 1A
TEST ONE LEVEL OF SERVICE D

FACILITY TYPE		ADT	PK HOUR	ALTERNATE TEST ONE	
				Signals per mile 0.00 TO 1.99	Signals per mile 2.00 TO 4.50
2 lanes undivided	2L	14,900	1,390	880	790
2 lanes one-way	2LO	19,500	1,810	2,220	2,050
3 lanes two-way	3L	15,600	1,460	920	830
3 lanes one-way	3LO	29,300	2,730	3,340	3,100
4 lanes undivided	4L	24,400	2,270	1,390	1,280
4 lanes divided	4LD	32,500	3,020	1,850	1,710
5 lanes two-way	5L	32,500	3,020	1,850	1,710
6 lanes divided	6LD	48,900	4,550	2,780	2,580
8 lanes divided	8LD	60,100	5,590	3,400	3,180
4 lanes expressway	4LX	66,200	5,800	3,310	
6 lanes expressway	6LX	101,600	8,900	5,080	
8 lanes expressway	8LX	138,600	12,200	6,930	
10 lanes expressway	10LX	173,200	15,200	8,860	

TABLE 2A
TEST ONE LEVEL OF SERVICE E

FACILITY TYPE		ADT	PK HOUR	ALTERNATE TEST ONE	
				Signals per mile 0.00 TO 1.99	Signals per mile 2.00 TO 4.50
2 lanes undivided	2L	16,200	1,500	880	850
2 lanes one-way	2LO	20,600	1,910	2,220	2,170
3 lanes two-way	3L	17,000	1,580	920	890
3 lanes one-way	3LO	31,000	2,890	3,340	3,280

FACILITY TYPE		ADT	PK HOUR	ALTERNATE TEST ONE	
				Signals per mile 0.00 TO 1.99	Signals per mile 2.00 TO 4.50
4 lanes undivided	4L	25,700	2,390	1,390	1,360
4 lanes divided	4LD	34,300	3,190	1,850	1,810
5 lanes two-way	5L	34,300	3,190	1,850	1,810
6 lanes divided	6LD	51,700	4,810	2,780	2,730
8 lanes divided	8LD	63,400	5,900	3,400	3,350
4 lanes expressway	4LX	81,700	7,200	4,090	
6 lanes expressway	6LX	125,400	11,000	6,270	
8 lanes expressway	8LX	171,100	15,100	8,550	
10 lanes expressway	10LX	213,800	18,800	10,690	

2. **REVISED Policy 1.2-f:** The Palm Beach County Board of County Commissioners finds the following facilities are constrained facilities and development orders shall be evaluated using the specific level of service standards identified herein instead of the Policy 1.1-b general level of service standards.

... (omitted for brevity)

5. ~~Military Trail, from Northlake Boulevard to Interstate 95, is hereby designated as a CRALLS facility with a Test Two LOS F of 63,900 trips on an AADT basis. This CRALLS designation sunsets on December 31, 1999, at which time the adopted LOS D for Test One shall apply.~~

6. Clint Moore Road from Lyons Road to Jog Road is hereby designated as a CRALLS facility with LOS F for Test One and Alternative Test One. The LOS standard volumes shall be exclusively for the purpose of concurrency for the Delray Training Center, and shall be in effect until which time this segment of Clint Moore Road is widened to four lanes. Once the roadway segment is widened, the Board of County Commissioners shall re-evaluate the CRALLS facility. The facility's level of service standard volumes shall be as shown below:

Year	Test One	Alt Test One	LOS
1997	15,700	1,250	LOS E
1998	16,500	1,310	LOS F
1999	17,300	1,380	LOS F
2000	18,200	1,450	LOS F
2001	19,100	1,520	LOS F

7. ~~Forty-fifth (45th) Street, from Village Boulevard to Australian Avenue is hereby designated a Constrained Roadway at Lower Level of service (CRALLS) with LOS E for Test One and LOS F for Test Two. The facilities level of service standard volumes shall be 51,400 trips on an Average Daily Traffic (ADT) basis, and 4,780 on a peak hour basis (2-way). For Alternate Test One, the level of service standard volume shall be 2,710 on a peak hour peak direction basis and an intersection critical movement volume of 1,500. The LOS will be applied to development consistent with current future land use/zoning. This restriction will be effective until December 31, 1998, at which time it will be re-evaluated by the Board of County Commissioners.~~

3. **DELETED Policy 1.2-l:** ~~A TCEA shall not become effective until:~~

1. ~~The Board of County Commissioners finds the designation of the TCEA is consistent with the County's Comprehensive Plan and the County adopts a Comprehensive Plan amendment establishing the TCEA. It is the intent that the County's Comprehensive Plan amendment be consistent with the local government's plan amendment, provided that the County did not object either~~

~~through the IPARC or Chapter 163 process. And that, if there is an IPARC mediation, the County Comprehensive Plan amendment shall give strong consideration to that action.~~

- ~~2. A final order is issued by the Department of Community Affairs or Administration Commission finding the amendment establishing the TCEA in compliance in accordance with Section 163.3184, Florida Statutes. [9J-5.0055(6) F.A.C.]~~

4. **REVISED Policy 1.2-n:** The City of West Palm Beach Transportation Concurrency Exception Area (TCEA) is hereby established and designated as shown in Exhibit 2 of this policy (additional maps of the TCEA can be found in the Support Document Figures TE-S 6.1 and TE-S 7.1), subject to: 1) the City maintenance of a residential/non-residential ratio minimum, 2) City participation/ support of motor vehicle capacity increases as indicated in the City's TCEA and the applicable portions of Section II.A.6.d.6 of the Support Document, and 3) the following sub-policies: [9J-5.0055(6)]

Sub-Policy 1.2-n.1: Palm Beach County shall evaluate the annual reports of the City of West Palm Beach's Traffic Management System (TMS) and the Buildable Areas Monitoring Table and other appropriate materials as provided by the TCEA policies identified in the various elements of the City's Comprehensive Plan, and determine conformance with the TCEA policies of the City's and the County's Comprehensive Plans and Section II.A.6.d.6 of the County's Support Document.

By May 2000, the City shall develop a Traffic Management System (TMS) for the purpose of monitoring motor vehicle operations within the Downtown. The City shall prepare an annual report to determine the necessary measures to effectively manage vehicular traffic operations and evaluate the Traffic Management System. The City shall distribute the report to the Florida Department of Community Affairs, Palm Beach County, and other interested agencies, within three months of the anniversary of the effective date of the TCEA. Based on the results of the traffic monitoring report, the City will pursue strategies including, but not limited to, the following:

1. change motor vehicle signalization devices;
2. promote public transit services;
3. encourage transportation mode options
4. implement an employer-based Transportation Demand Management (TDM) activities;
5. develop a centrally-managed system of strategically located parking facilities; and
6. facilitate capital projects and street modifications in keeping with the Transportation Vision

Sub-Policy 1.2-n.2: Five years from the effective date of the City's TCEA, the City shall achieve a built ratio of residential to non residential development of no less than the 1995 ratio of .33 (the baseline ratio). If the built ratio is lower than .33 at that time, no building permits shall be issued for new development (not including renovation) in downtown which represent a ratio lower than the next baseline, until such time that a recalculation of built units and floor space yields at least a built ratio of .33.

Every two years ("reporting period") following the fifth year from the effective date of the City's TCEA, the City shall increase its baseline ratio by .03 until the baseline ratio is .46 by the year 2010. Thereafter, .46 will be the baseline ratio. If the baseline ratio is not met by the end of each reporting period, then no building permits shall be issued for new development in downtown which represent a ratio lower than the next baseline ratio, until such time that a recalculation of built units and floor space yields at least the baseline ratio. This annual report shall be based on total built units as of one month prior to the end of the reporting period.

Sub-Policy 1.2-n.2 3: In the event Palm Beach County determines that the City has not complied with the TCEA policies of the City's and the County's Comprehensive Plans and Section II.A.6.d.6 of the County's Transportation Element Support Document, the County's Comprehensive Plan policies creating the TCEA will be re-evaluated.

Sub-Policy 1.2-n.3 4: In the event the City seeks to reduce the number of lanes on Okeechobee Boulevard from Tamarind Avenue to Dixie Highway, a CRALLS designation will be required.

Sub-Policy 1.2-n.4 5: The City and County ~~shall have determined~~ the specific limits where Dixie Highway and Olive Avenue shall be two way and where it ~~they~~ shall remain ~~be~~ one way, ~~shall be as follows:~~ ~~These limits shall be adopted as part of the City's and County's 99-2 Comprehensive Plan Amendment Round. The current concept of these boundaries is as follows:~~

Roadway	Segment	Operation
Dixie Hwy	South of Okeechobee Blvd. <u>Lakeview Ave.</u>	Two-way
	Between Okeechobee Blvd. <u>Lakeview Ave.</u> and Banyan Blvd.	One-way
	North of Banyan Blvd.	Two-way
Olive Ave.	South of Okeechobee Blvd. <u>Lakeview Ave.</u>	Two-way
	Between Okeechobee Blvd. <u>Lakeview Ave.</u> and Quadrille Blvd.	One-way
	North of Quadrille Blvd.	Two-way

~~These segments will be reviewed and may be modified as identified in the Round 99-2 process by the City and the County to address capacity, appropriate data and analysis, operational details and safety.~~

Those segments that ~~will remain~~ have one-way operations shall contain two vehicular travel lanes as reviewed and approved by the City and County, while increasing sidewalk width as deemed appropriate by the City.

~~If no agreement is reached on the boundaries of the one-way sections on Dixie Highway and Olive Avenue by the City and County, and if the City two-ways Dixie Highway and Olive Avenue within the above described boundaries, the County's Comprehensive Plan Amendment creating the TCEA shall be re-evaluated.~~

5. **NEW Policy 1.2-o:** The Unified Land Development Code (ULDC) shall contain provisions to exempt developments located within urban infill, urban redevelopment, existing urban service, or downtown revitalization areas which pose only special part-time demands on the transportation system from the transportation concurrency requirements. The (ULDC) provisions shall include:
1. Language enabling the above described exception; and

2. Guidelines for granting the special part-time demand exception from the transportation concurrency requirements. The guidelines shall include the impacts to the Florida Intrastate Highway System, and the following other guidelines shall, at a minimum, be considered:

a. The number of trips generated by the development and the modal split;

b. When (months and time of day) the events are scheduled;

c. The location of the development;

d. The type of development (e.g., public or private);

e. Development order conditions, including those designed to minimize use of single-occupancy vehicles (i.e., transportation demand management strategies);

f. Limiting the geographic area where the exception shall apply; and

g. Monitoring and enforcement provisions.
- Exhibit 1

14

Ordinance -

6. **DELETED Policy 1.4-n:** ~~The County shall coordinate with FDOT on the ultimate right-of-way width through the Canal Point area (i.e. S.R. 15/U.S. 98/U.S. 441/Connors Highway) in an effort to recognize the historic nature of the area. The County will work toward reducing the 220' right-of-way currently specified in the Plan. [9J-5.019(4)(c)4 F.A.C.]~~
7. **DELETED Policy 1.4-o:** ~~By January 1999, the County Engineer shall complete a study re-examining the feasibility of extending Elmhurst Road from its present terminus just west of Haverhill Road to Jog Road.~~

E. Transportation Element, De minimis Impact Provisions

ADDITION: The added text is shown underlined below.

Policy 1.2-n: The BCC finds that a de minimis impact to transportation facilities within the Urban/Suburban Tier is consistent with the County's goal of operating the Countywide transportation system at the adopted level of service. Consequently, the ULDC shall provide for an exemption for projects which generate de minimis impacts to the transportation network. A de minimis impact may generate up to 0.5 percent of the maximum volume at the adopted level of service of the affected transportation facility. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility. However, no project may utilize this provision if its impact would exceed the adopted level-of-service standard of any affected designated hurricane evacuation routes. Furthermore, development at entitlement densities and lot intensities will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

T:\PLANNING\AMEND\99-2\BCCADOPT\textord\transprt.wpd

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, DOROTHY H. WILKEN, ex-officio Clerk of the
Board of County Commissioners certify this to be a
true and correct copy of the original filed in my office
on December 13, 1999.
DATED at West Palm Beach, FL on 1/4/00.
DOROTHY H. WILKEN, Clerk
By: Ariane Brown D.C.